



"GET-A-HORSE! GET-A-HORSE!"

SPRING STYLES IN AUTOS

AND EXPERIENCES OF THE CHAUFFEURS

If you are absolutely determined to buy an automobile this spring, it may interest you to know that for \$11,500 you can get a perfect beauty. At least that is what the manager at one of the automobile show rooms assured a visitor one morning last week when she dropped into the place to look over the Monday morning bargain stock.

The manager with a well lubricated tongue went on to point out the particular attractions of the French body whose dressing he assured her was French, too. He spoke learnedly of the automatic carburetor controlled by speed of engine, the variable lift inlet valves, the ignition system, the honey comb radiator with fan, and the control levers on the steering wheel.

The manager had forgotten to show the last attraction. When the visitor alighted she saw that in the rear was a fair sized refrigerator with shelves roomy enough for a goodly supply of solid and liquid refreshment en route.

"We cannot make machines fast enough to fill the orders, and our workmen cannot be hurried," the manager said. "That is a peculiarity of the French workman; he will not turn out slipshod work for the sake of getting more accomplished."

"In the French factories the men have inherited their work, as they have their name. If the father is a caster the son is a caster, and the grandson also."

"If the father has made a record as the best caster in the shop, the son must not

when we displayed these designs perhaps we would sell one in a thousand. Now we sell one in every twenty."

"The reason for it is partly that Paris has set the fashion. Every other auto on the street there is a closed one. But the greatest reason I find is in the class of people who are now ordering autos."

"This class is the conservative people who have clung on just as long as possible to their landaus, their broughams, their pairs of greys. But little by little they have had to give up their prejudices."

"On Riverside Drive, in the Park, wherever they go, not only are their beautiful thoroughbreds passed on the way and left far behind, but the constant whizzing by of the auto cars makes the horses extremely nervous and hard to control."

"Last night I was asked to go to the house of one of this class. When I arrived there I found an old gentleman and his wife who had been through a hard struggle before they could make up their minds to give up the brougham and pair."

"Having determined on the change they went into the matter thoroughly; none of the new school carelessness about them! I spent three hours explaining everything that could possibly occur to them to ask, but they ended in giving me an order for as close a copy of their brougham as I could turn out."

"But they did it absolutely under protest. They wanted to go on through the remainder of their life as they had begun in the stately equipages of their youth."

"I would rather sell to ten men than one woman. The attitude of the average woman buyer is a difficult one to meet. She knows nothing about machinery; she will ask questions, of course, because she does not wish to appear ignorant and many women have gained a superficial knowledge which they air, but it is merely superficial."

"The color of the upholstery and of the body is the only essential in their eyes. They will talk about this for hours and when the machine is made and exhibited in the showroom, ten chances to one the lady comes here and concludes that she will

have the color blue instead of red.

"One case I have in mind where the machine came from the factory black picked out with yellow, according to the design of the buyer. His wife came, looked at it, said she did not like the yellow band and remarked that we could paint it out."

"To her I presume it meant that one of the workmen could go over it with a paint brush and in half an hour destroy the yellow band. To us it meant having the body scraped, repainted and polished, the work of weeks."

"However, the yellow markings were obliterated and when she came to see it she thought she would have the yellow put back, and back it went after an interval of several weeks more."

"A man gives his order and when the machine is completed he wants the ma-

teurs do a lot of talking themselves. They are still discussing the record run of W. K. Vanderbilt from Nice to Paris."

"The chauffeur told me," said one, "that his hair was on end part of the time, but Willie K. was as cool as a berg."

According to another whose experience has been wide he has never seen so reckless a man as Fournier.

"The recklessness of Fournier is the natural quality of a man who goes into a race or starts out to make a record absolutely careless of death," this chauffeur said. "Like most men who have made records in autos he was a bicycle rider first, for the bicycle was the forerunner of the auto, laying the foundations of cool nerve and absolute accuracy in gauging chances in the face of danger."

"Fournier himself is fond of telling the story of his saving a carload of people here

cannot acquire the language, they get homesick and they would rather take their chances of losing an American millionaire en route somewhere in France than stay here with one through the year."

The social position of the chauffeur is a



THE LOOKING GLASS INSIDE THE TOURING CAR.

matter much discussed. He is not to be graded with the coachman or footman; often he is a young man of good appearance, unobjectionable manners and ready tongue.

Along with him it frequently happens that he is invited to sit with his employer at table. When the family, the wife and the daughter, accompany the owner on a tour, what is to become of him? He cannot eat with the family, he will not eat with the other servants. He is neither fish, flesh nor good red herring.

It may even happen that the chauffeur is much better educated than the owner of the car and the owner, with true American democracy, recognizes that fact and enjoys his society while they are travelling. They hobnob, perhaps smoke and drink together; but when it comes to the ques-

kind. The chauffeur is a servant and he knows it and does not overstep his mark or forget his place for a moment.

"I assume that is one reason why so many Americans prefer French chauffeurs. They do not care to run the risk of patronizing somebody who may be running his own machine in a couple of years and outspeeding his former employer. We have no such questions to settle."

The American manager admitted that the attitude of some employers had done much to unbalance the chauffeur's good sense.

"You would be amazed if you could hear some of them talk about the people who employ them," he said. "They relate little family secrets confided to them or little bits of gossip that they have picked up."

They speak of the different members of the family always by their first names and



THE FRENCH CHAUFFEUR—THE ONE WITH A CERTIFICATE.

on Long Island where he came suddenly on one of the level crossings to find an express train right on him and no time to use the brake or to turn aside. He had only one chance—to hit the train at an angle, instead of having the engine hit him amid-

chinery to be perfect. If it is, he will overlook the fact that whereas he ordered a Brewster green it may have a body a shade lighter or darker. What he wants is mechanism without a flaw."

Next in importance to the automobile is the chauffeur. You hear lots about him in the automobile show rooms. The chauff-



"I TOLD MAUD TO CUT IT OUT."

while the feminine eyes took in the points that appeal only to her sex.

The average woman loathes machinery. If she does not she is not an average woman. There is something wrong about her. When a man talks machinery and a woman's eyes seem to hang on his words and she seems to be listening, he may wager all that he owns that her mind is miles away.

The points that appealed to the visitor in this particular automobile had to do with the soft upholstery of a purplish maroon, luxuriously fitted to the auto, the color carried out to perfection in the body of the machine, the ease of the side entrance and the canopy top which protected and did not conceal.

When the auto is closed up into the form of a coupé a new surprise awaits the possible purchaser. Every bit of the upholstery can be pulled down piece by piece, disclosing, first a mirror large enough to see the face and head. Another bit reveals faucets of hot and cold water over a small wash-bowl. There are places for combs and brushes, racks for newspapers and books; places for writing materials and visiting cards, in fact, every possible want of the touring occupant.

There seemed to be only one lack, and the visitor asked why it was not possible to make autos so that they could be turned into sleeping cars at will.

The manager explained that the late Marquis of Anglesca set the fashion in this respect, having a touring car which, behind the driver's seat, inside of the body, measured 6 feet 6 inches, and in this car, complete in every respect as regards comfort, he travelled across the Continent. This fashion was already being followed abroad, but so far in this country Americans seemed satisfied with touring cars like the one shown.

let that record go from the family by default. He must make one equally good, and he has absolutely no ambition beyond that. Here if a man is a caster one day he may own his own auto the next and be pointed out on the street as one of the millionaires."

"The consequence of this careful workmanship is evident in the foreign machines. If it were not for the duty of 45 per cent, we would have little competition from the home made. I should say that one of our best machines could not be turned out in less than three months, but as many of the parts are made at the same time, it is difficult to give an accurate estimate."

"The great change in fashions this spring is in the call for closed autos. Formerly

A Craze Among City Folks for Living Out of Doors

Some Set Up Tents—One Boy Has a Home in a Tree—Other Persons Have Open Air Dining Rooms and Bedrooms.

Last year's craze for living out of doors threatens this spring and summer to get a great many thousands of New Yorkers from under roofs. Architects are called upon to design houses with open air dining rooms, and even with open loggias for sleeping.

Many home workers are planning to carry on their business in the open air or upon porches. Tents are more than ever in demand, and are already showing themselves wherever a New Yorker has enough space to pitch a tent.

Invades of many kinds are already living under canvas, and suburban boys are driving their parents wild with all sorts of queer schemes for outdoor sleeping. One lad in a wild bit of The Bronx, west of Jerome avenue and below Van Cortlandt Park, has a hut in the branches of a big tree. The queer structure, the work of the lad's own hands, is big enough to sleep in. He reaches it by means of a perilous looking ladder. When once in his house he is about twenty feet above the ground.

The demand for tents has set all sorts of shops to providing them for customers. Tents are so at all prices from little 65¢ affairs of the pavilion type made of the thinnest and flimsiest of canvas, which may be had for \$3 or \$4, up to really commodious tents of the best material, which cost from \$30 to \$50.

The cheapest tent in the long run is a piece of good canvas made milder proof by special treatment. Such a tent, say 6 or 10 by 12 feet, costs from \$15 to \$18. The fly, which is a necessity if one is to occupy the tent by day in summer time, costs about half as much as the tent itself.

In other words, for \$20 or \$25 a boy or a man may have a commodious and fully equipped tent, that with proper care will be good for a dozen years. The best shape is a house tent for that gives room enough to move about inside without stooping.

Those who would tent in and about New York can do better than take a lesson from the Adirondack camps. Any handy

man or boy can with a few days' labor and at small expense for lumber make a suitable platform for a nine by twelve tent.

This should be raised about a foot or eighteen inches above the ground, and it is better for being double floored. The platform should be from four to six feet longer than the tent, and should carry a frame of exactly the same form as the tent, over which the canvas will snugly fit.

When the tent is ordered the contract should call for eyelets around the bottom, so that the canvas may be buttoned down all round the lower edge of the frame. A board about four inches wide should run round the frame inside the canvas.

The part of the platform which extends beyond the tent is to form the veranda. This may be enclosed with a suitable fence, rustic or otherwise, and approached by a step or two.

Over the tent and beyond it, so as to form the roof of the veranda, extends the fly, which is best secured by means of ropes. These may be tied to racks erected on each side of the tent at about the height of the eaves.

If a tent is to be occupied by more than one person as a sleeping apartment, it should have about three feet at the rear cut off with light curtains or matting nailed on frames so as to form two, little dressing rooms with a passage between. It is a simple matter to cut the remaining nine feet of the tent in two at right by means of a light curtain running on a wire. There is room for a comfortable narrow bed on either side of the curtain, and the sleepers have entire privacy.

The coolest part of such a tent by day is the veranda, and on all but the hottest days of summer it is likely to be a delightful place to work or read. The tent itself, even with the fly over it, is likely to be uncomfortable from 10 to 5 o'clock on many summer days, and it is absolutely necessary for comfort and cleanliness that

there be an opening both front and back. The fly need not extend more than eighteen inches beyond the tent at the rear, though an ample fly is a great comfort. If the tent faces southwest, the deeper the veranda the better. A tent facing northwest is likely to be cooler by day

heated in a few minutes for dressing and undressing.

It is amazing to see how long after the fire has been started and the drafts have been all shut off such a tent is comfortable as a working place in cool autumn weather. In this climate half a cord of hard wood



PLATFORM TENT WITH FLY.

than one facing southwest, but the latter catches the prevailing cool southwest night wind of this region.

A platform tent such as here described is a good place to sleep from May to October. With a stove that costs \$3 and burns very little wood such a tent can be

ought to make such a tent habitable all day long up to the end of November.

The life of a tent, however, is much shortened if it is used beyond the end of September, and the storms of a single winter will do the canvas more harm than the wear of four or five summers.

It is an easy and simple matter to make a platform tent practically insect proof. A few yards of mosquito netting at the entrance front and back will do this. The netting can be arranged with a long light stick of wood at the bottom to keep it down.

It is not so easy to keep mosquitoes out of a tent pitched directly upon the ground, but a mosquito canopy can be made to protect the bed.

Nothing is more delightful than an airy platform tent pitched in a shady spot and properly furnished for comfort, and even in this region there is probably no more wholesome sleeping place. The frame of the tent affords room for books upon which needed articles of one kind or another can be hung, and in the corners dry and convenient little shelves can be put off.

Just as a means of extending a small suburban house the tent is an economy, for no other summer room could be built for three times the money.

Beats of Okefenokee Swamp.

From the Washington Post.

"The next time the George goes off on a hunting trip I hope he will come down our way," said S. B. Tison of Waycross, Ga.

The great Okefenokee Swamp begins not far from our town, and extends due south for a distance of about forty miles, running over into Florida. Here in this vast tract of desolate bog and swamp are thousands of black bear and deer, and wild turkeys.

The "swamp" is really a whole region is a hunter's paradise, and yet so abundant is the game in this remote and desolate country that it does not seem to diminish in spite of the Nimrods.

The bear weigh from 200 to 300 pounds and put in a great part of their time preying upon the pig pens of the farmers. If forced into a fight, they are dangerous antagonists, and no prudent hunter will attack one save at a point of vantage."

Bad Luck in Cross Eyed Wax Figure.

From the Kansas City Times.

There is a storekeeper in Kansas City who, although he doesn't know it, is losing trade through the presence of a wax figure of a woman in his show window.

The "woman" is comely and she displays

No Graft for Japanese Policemen

Here to Prove It is an Account of the Rescue of a Diamond Lost by an American Officer at Nagasaki.

William H. Shelton, the artist, and librarian of the Sumner Club, returned recently from a visit to Japan. While there he was very much impressed by the Japanese police. He came away with the idea that the Japanese police department was much superior to other police departments, principally owing to the apparent elimination of graft.

"As a New Yorker," said Mr. Shelton, "I am naturally interested in the police problem and its solution. It struck me that Japan knows very little about graft as we understand the word. Certainly, they have kept it out of their police department."

"While I was at Nagasaki Capt. Barker the American quartermaster there, lost a very fine uncut diamond. He hadn't any idea where he had lost it. He sent word to the police and a regular policeman came around and made inquiries about the stone."

"With the politeness that is characteristic of the country the policeman announced that it would give the police great pleasure to find it if they could. Several days later he appeared with the diamond, which must have been very hard to find, owing to its being in an uncut state."

"He handed it to Capt. Barker with a bow and walked away. True to his American instincts Capt. Barker called him back, reached down into his pocket and pulled out a couple of yen, which he offered him."

"The policeman seemed to be both surprised and offended. It was against all the rules of the police, he said, to accept such gratuities from any one."

"I found later just how serious it would have been if he had taken it. It seems that the policemen in Japan are recruited from the middle class, and punishment for any one caught grafting means much more than dismissal from the service or imprisonment. It means loss of caste."

A man dismissed from the police depart-

ment for such an offense, no matter what his previous rank in society, becomes a marked man and is regarded as a cooie, the lowest class of society. As a cooie nothing is left to him but hard labor for

the rest of his days.

"You can easily see no that policeman would care to take any chances with such a law as that. I don't say that that would work here, but you can't help thinking how much better our police department would be if we could adopt the Japanese method."

"Of course, in legalizing certain forms of vice, Japan has taken away much chance for graft."

"The police are very vigilant now at the ports to keep persons from taking snaphots of the fortifications. Outside of this vigilance it is hard to realize that Japan is engaged in the most serious struggle going on in Manchuria and on the sea, except for here and there passing a train of soldiers and for one other thing. This is the little flagpoles in front of the houses from which men have gone to the war."

"Travelling along in the railroad you see some of these flagpoles in every little village, and of course there are more of them in the cities. Sometimes there will be as many as four flags flying from the little pole, among which will be the Japanese naval flag, showing that some of the members of the family are in the navy."

"Occasionally you will see a bare pole. It is a sign that those who have gone to the front have been killed. That pole will remain up until the end of the war, and no householder wants any higher honor than to have such a pole."

"The flagpoles are very few in proportion to the number of houses, showing that Japan has many men yet to draw from."

Mr. Shelton said that what struck him as one of the most marvelous phases in the evolution of Japan was the spread of the English language. The war seems to have given an impetus to this.

"One's first introduction to a country," said Mr. Shelton, in talking about it, "comes generally with the handling of its money, and the first Japanese bank note you get bears on its back the promise of the bank to pay, written in English."

"On the railway stations you see the name in English and also such familiar signs as 'This way in' and 'This way out.' It is the fashion of the country to acquire English."

The natives will ask you to write out sentences which they don't understand and you see them trying to learn them. Almost unconsciously Japan is adopting the Roman alphabet. Business Japan needs English typewriters and that is about all."